

CONFIDENTIALCLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Germany (Soviet Zone) REPORTTOPIC Koethen AirfieldEVALUATION PLACE OBTAINED 50X1-HUMDATE OF CONTENT DATE PREPARED 23 August 1951REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS **REFERENCE COPY**

1. Between 6 and 8:30 p.m. on 28 July 1951, the following aircraft were seen at Koethen airfield: 30 MiG-15s, including 3 parked in front of the hangars along Baasdorfer Strasse, 4 planes of the alert flight on the eastern end of the runway, and 17 MiG-15s in front of the western hangar. *

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 There was no flying.

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2. A heavy AA battery was located about 100 meters west of the ammunition dump in the southeastern corner of the field. Three AA guns of 70 to 80 mm were seen there.
3. According to a laborer employed in the barracks installations, a regiment from Koethen was expected to be transferred to Zerbst. ** During the period of observation, two trains with a total of 60 cars loaded with boxes and billeting equipment were seen on the spur track. There were no indications of recent repair work.
4. At 9 a.m. on 8 July, 5 MiG-15s of the alert flight were seen at the field. Ten additional MiG-15s were parked in front of a closed hangar. At 9 a.m. on 9 July, 4 MiG-15s of the alert flight were observed at the field and 7 MiG-15s in front of the closed hangar. Individual and local flights were made by MiG-15s between 10 and 11 a.m. on 10 July, at an altitude of about 400 meters. The same flying activity was observed on 11 July between 8 and 9 a.m. Between midnight and 1 a.m. on 16 July, MiG-15s with two landing lights in their fuselages made individual flights, apparently only local flights of about 5 minutes. Four MiG-15s of the alert flight were seen at the field at 9 a.m. on 23 July; six MiG-15s were parked in front of the hangars. Individual and local flights were practiced between noon and 1 p.m. on 24 July.

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Document No. 010No Change in Class. ☐☐ DeclassifiedClass. Changed To: TS S **(C)**

Auth.: HR 70-2

Date: 17/08/78

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6. Between 9 and 10 p.m. on 26 July, there was night flying by jet aircraft in groups of two. The planes had the usual white-green-red running lights. Intensive night flying was practiced by individual jet planes on 30 July. There was a clear sky and good visibility. The local flights lasted about 5 to 10 minutes. At 3 p.m. on 3 August, about 8 MiG-15s of the alert flight were counted at the field and at least 21 MiG-15s in front of the hangars. The number of aircraft increased compared with previous observations. *** At least seven MiG-15s of the alert flight were seen at the field at 3 p.m. on 5 August. A minimum of 15 MiG-15s were parked in front of the hangars.

* Comment. Koethen airfield is occupied by two fighter regiments, equipped with MiG-15s. 50X1-HUM

** Comment. This information is believed to be credible. Both of the regiments now stationed in Koethen came from Zerbst in early-April 1951. In the meantime, construction, such as concreting of the runway, has been done at Zerbst airfield. the ground unit of one fighter regiment was observed in Zerbst on 1 July 1951. At that time it was assumed that this observation might indicate the retransfer of at least one fighter regiment to Zerbst. However, it is believed that such a retransfer will not be effected until the runway is completed. 50X1-HUM

*** Comment. This is an error due to the fact that most of the MiG-15s are usually parked in the hangars. A total of about 70 MiG-15s are believed to be stationed at the field. 50X1-HUM

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